

ENGLAND AND AMERICA.

A BRITISH STATEMAN'S VIEW OF THE GREATNESS AND CHARM OF THE UNITED STATES—ENGLAND'S NECESSITY FOR AN ALLIANCE.

LONDON, April 1, 1875.
Right Hon. Hugh E. Childers, speaking at Pontefract last night, gave an account of his late American tour. He spoke in terms of high eulogy of America. The United States, he thought, was probably the most prosperous country in the world. He estimated that in sixty years it would contain 150,000,000 of inhabitants, while the progress of England was necessarily limited. He forcibly presented the reasons why England should seek the friendship and alliance of the United States.

SPAIN.

DON CARLOS ENDEAVORING TO MARCH AN ARMY TO CASTILE.

PARIS, April 1, 1875.
Advices from Spain state that a force of Carlists have entered the province of Santander and will be followed by Don Carlos and the bulk of his army. It is supposed they are trying to penetrate to Castile.

SPANISH DEMAND ON THE PRUSSIAN GOVERNMENT—DON ALFONSO LIKELY TO BE EXTRA-DICTED.

LONDON, April 1, 1875.
The *Coloqure Gazette* states that Spain has made a formal demand on Prussia, in virtue of an extradition treaty with that country, for the arrest of Don Alfonso, and it is said the Prussian authorities have in consequence received instructions to arrest the Prince if he enters the Prussian territory, and hold him until the grounds of Spain's claim are examined.

CONCHA AND JOVELLAR.

THE CAPTAINS GENERAL OF CUBA STILL IN OFFICIAL CONTACT—THE CHARGES AGAINST JOVELLAR—ALFONSO EMBARRASSED BY THE SQUABBLE.

LONDON, April 1, 1875.
A Madrid despatch says that among the specifications in Concha's charges against Jovellar is one that when Concha was Captain General of Cuba he had occasion to send General Riquelme home for insubordination. When the latter returned to Spain, Jovellar, who had become Minister of War, approved his conduct and subsequently promoted him.

THE MONARCH AND THE MINISTRY PLACED IN A DIFFICULT POSITION.

The government finds it difficult to defend Jovellar from these accusations. An old Spanish law prohibits the appointment of an ex-Governor of a colony to any public post until formal inquiry has been had into his past administration.

It is understood that in General Jovellar's case no such inquiry has taken place since his return from Cuba, and this circumstance may be used as a pretext for requiring his withdrawal from the ministry.

GERMANY.

CATHOLIC BISHOPS IN PRISON AT POSEN—THE PAPAL DELEGATE SAID TO HAVE BEEN ARRESTED.

LONDON, April 1, 1875.
A special despatch from Berlin to the *Post* reports that eighty ecclesiastics are at present imprisoned in Posen alone. It is rumored that the government has arrested the Papal delegate who has been secretly administering the Archbishopric of Posen since the arrest of the incumbent.

THE KAISER AND THE POPE.

THE POPE LIKELY TO BE CUT OFF FROM COMMUNICATION WITH THE PRUSSIAN CLERGY.

LONDON, April 2—5:30 A. M.
The *Times* correspondent at Berlin telegraphs that it is anticipated that the old laws forbidding intercourse between the Pope and the Catholic clergy in Prussia, except through the government, will be re-enacted, and that measures will be introduced wholly suspending Papal authority in Prussia until the Pope abandons his pretension to cancel the laws of the kingdom.

THE BERLIN BOURSE.

A FINANCIAL CRISIS FEARED IN THE GERMAN CAPITAL—TWENTY-EIGHT FAILURES—TWO SUICIDES BY RUINED OPERATORS.

LONDON, April 1, 1875.
A special despatch to the *Post* from Berlin says a financial crisis is feared there. Settlements on the Bourse are effected with great difficulty.

TWENTY-EIGHT FAILURES—TWO SUICIDES. There have been twenty-eight failures, and two persons have committed suicide in consequence of financial reverses.

MAXIMILIAN.

TRIESTE, April 1, 1875.
The monument to the memory of the late Emperor Maximilian was inaugurated yesterday.

RUSSIA AND AMERICA.

LONDON, April 1, 1875.
A telegram from St. Petersburg states that M. Schichkin, the Russian Diplomatic Agent and Consul General in Serbia, has been appointed Minister of Russia to the United States.

ENGLAND.

LONDON, April 2—4 A. M.
The steamer *Sardinian*, for Portland, took out 250 agricultural laborers for Canada.

IRELAND.

THE REMAINS OF JOHN MARTIN LAID IN THE GRAVE—NATIONAL HONOR TO HIS MEMORY.

DUBLIN, April 1, 1875.
The funeral of the late John Martin, M. P., took place at Newry to-day and was attended by thousands of people. Nearly every town in Ireland was represented.

Several members of Parliament were present.

AN ENGLISH ESTIMATE OF THE IRISH FEMALE MURDER.

LONDON, April 2—4 A. M.
It is estimated that John Martin's funeral at Newry, Ireland, was attended by 20,000 persons.

URUGUAY.

RIO JANEIRO, April 1, 1875.
A despatch from Montevideo announces that the Uruguayan Chambers have passed a decree suspending the payment of interest on the public debt, and providing for the redemption of the debt by the issue of new paper at a forced price.

FOREIGN OFFICIAL PROTEST.

It is added that the foreign representatives have protested against the decree, and the situation is critical.

CUBA.

HAVANA, April 1, 1875.
A steamer arrived from Cadix to-day with 1,000 soldiers.

W. J. SHARKEY.

HAVANA, April 1, 1875.
The report of William J. Sharkey's arrival here yesterday was premature.

It is now stated that the noted criminal is on the way hither from Santiago de Cuba in charge of the police.

THE ICE UNLOOSED.

The Threatening Masses Vanishing from the Rivers.

GREAT FRESHETS RUSHING SEAWARD.

Kingston Frightened from Her Slumbers by Terror.

Advances on an Obstructed Railway Train.

THE DANGER PAST.

THE SUSQUEHANNA RUNNING ASTRAY—DREADFUL ALARM OF KINGSTON TO FIND THE TERROR BOASTING BY ITS WINDOWS—LUCKY ESCAPE OF THE VILLAGE—BREAKING UP OF THE GREAT GORGE.

PITTSBURGH, Pa., April 1, 1875.

Young correspondents crossed the river here early this morning in a small boat, forcing a passage through heavy cakes of ice. The water during the night had fallen about a foot, and the current was still very slow. Arriving on the west bank, an expedition on horseback, in the direction of Kingston, located eight miles below here, was made to ascertain what damages had occurred to the west bank of the river. The towns of Wyoming, Port and Maethly lie between here and Kingston.

The road to Wyoming, three miles below, was all right; but upon leaving the town it was necessary to proceed very cautiously, as the whole country for a distance of five miles, all of which is very low and flat, was submerged, in some places to the depth of fifteen feet. Two elegant old homesteads, just below Wyoming, were inundated to the tops of the lower stories, the inmates barely escaping with their lives. Several smaller houses in the neighborhood were surrounded by the flood also. On both sides of the road, for nearly a half mile, one vast sheet of water covered the fertile acres, in places reaching to the very windows of the houses and in places reaching to the tops of the trees.

Arriving at Kingston, the main avenue was found to be completely under water. On all sides the debris of fences, wooden sidewalks, tree boxes and the like floated in the water. The bridge, which crosses a small creek as you approach from Wyoming, was nearly out of sight. The water was so high that the bridge was at the dangers surrounding them, and which were hourly increasing. There was scarcely a hopeful face in the whole community, never before so completely submerged.

The water of the Susquehanna, tearing by their door yards and beating against their windows. From the Kingston Post Office to the east end of the bridge, a distance of a mile in a direct line, and the whole distance was covered with the angry tide, bearing on its bosom the wreckage of the bridge.

THE SUSQUEHANNA ASTRAY. The current here was also very strong, as if it were tending to low water. The river, here, as it were, was the whole Susquehanna turned into a single current, and the water was so high that it was impossible to cross it. The water was so high that it was impossible to cross it. The water was so high that it was impossible to cross it.

THE BRIDGE UPON THE GREAT GORGE. This afternoon, on the bridge at Kingston, a trip was made down the east side of the Susquehanna, along the line of the Lehigh Valley Railroad, the tracks of which have been submerged since yesterday afternoon. No trains having passed over them since the one spoken of in yesterday's despatch, which left its baggage car behind it, the water was so high that it was impossible to cross it.

THE BRIDGE UPON THE GREAT GORGE. This afternoon, on the bridge at Kingston, a trip was made down the east side of the Susquehanna, along the line of the Lehigh Valley Railroad, the tracks of which have been submerged since yesterday afternoon. No trains having passed over them since the one spoken of in yesterday's despatch, which left its baggage car behind it, the water was so high that it was impossible to cross it.

THE BRIDGE UPON THE GREAT GORGE. This afternoon, on the bridge at Kingston, a trip was made down the east side of the Susquehanna, along the line of the Lehigh Valley Railroad, the tracks of which have been submerged since yesterday afternoon. No trains having passed over them since the one spoken of in yesterday's despatch, which left its baggage car behind it, the water was so high that it was impossible to cross it.

THE BRIDGE UPON THE GREAT GORGE. This afternoon, on the bridge at Kingston, a trip was made down the east side of the Susquehanna, along the line of the Lehigh Valley Railroad, the tracks of which have been submerged since yesterday afternoon. No trains having passed over them since the one spoken of in yesterday's despatch, which left its baggage car behind it, the water was so high that it was impossible to cross it.

THE BRIDGE UPON THE GREAT GORGE. This afternoon, on the bridge at Kingston, a trip was made down the east side of the Susquehanna, along the line of the Lehigh Valley Railroad, the tracks of which have been submerged since yesterday afternoon. No trains having passed over them since the one spoken of in yesterday's despatch, which left its baggage car behind it, the water was so high that it was impossible to cross it.

THE BRIDGE UPON THE GREAT GORGE. This afternoon, on the bridge at Kingston, a trip was made down the east side of the Susquehanna, along the line of the Lehigh Valley Railroad, the tracks of which have been submerged since yesterday afternoon. No trains having passed over them since the one spoken of in yesterday's despatch, which left its baggage car behind it, the water was so high that it was impossible to cross it.

THE BRIDGE UPON THE GREAT GORGE. This afternoon, on the bridge at Kingston, a trip was made down the east side of the Susquehanna, along the line of the Lehigh Valley Railroad, the tracks of which have been submerged since yesterday afternoon. No trains having passed over them since the one spoken of in yesterday's despatch, which left its baggage car behind it, the water was so high that it was impossible to cross it.

THE BRIDGE UPON THE GREAT GORGE. This afternoon, on the bridge at Kingston, a trip was made down the east side of the Susquehanna, along the line of the Lehigh Valley Railroad, the tracks of which have been submerged since yesterday afternoon. No trains having passed over them since the one spoken of in yesterday's despatch, which left its baggage car behind it, the water was so high that it was impossible to cross it.

THE BRIDGE UPON THE GREAT GORGE. This afternoon, on the bridge at Kingston, a trip was made down the east side of the Susquehanna, along the line of the Lehigh Valley Railroad, the tracks of which have been submerged since yesterday afternoon. No trains having passed over them since the one spoken of in yesterday's despatch, which left its baggage car behind it, the water was so high that it was impossible to cross it.

THE BRIDGE UPON THE GREAT GORGE. This afternoon, on the bridge at Kingston, a trip was made down the east side of the Susquehanna, along the line of the Lehigh Valley Railroad, the tracks of which have been submerged since yesterday afternoon. No trains having passed over them since the one spoken of in yesterday's despatch, which left its baggage car behind it, the water was so high that it was impossible to cross it.

THE BRIDGE UPON THE GREAT GORGE. This afternoon, on the bridge at Kingston, a trip was made down the east side of the Susquehanna, along the line of the Lehigh Valley Railroad, the tracks of which have been submerged since yesterday afternoon. No trains having passed over them since the one spoken of in yesterday's despatch, which left its baggage car behind it, the water was so high that it was impossible to cross it.

THE BRIDGE UPON THE GREAT GORGE. This afternoon, on the bridge at Kingston, a trip was made down the east side of the Susquehanna, along the line of the Lehigh Valley Railroad, the tracks of which have been submerged since yesterday afternoon. No trains having passed over them since the one spoken of in yesterday's despatch, which left its baggage car behind it, the water was so high that it was impossible to cross it.

THE BRIDGE UPON THE GREAT GORGE. This afternoon, on the bridge at Kingston, a trip was made down the east side of the Susquehanna, along the line of the Lehigh Valley Railroad, the tracks of which have been submerged since yesterday afternoon. No trains having passed over them since the one spoken of in yesterday's despatch, which left its baggage car behind it, the water was so high that it was impossible to cross it.

THE BRIDGE UPON THE GREAT GORGE. This afternoon, on the bridge at Kingston, a trip was made down the east side of the Susquehanna, along the line of the Lehigh Valley Railroad, the tracks of which have been submerged since yesterday afternoon. No trains having passed over them since the one spoken of in yesterday's despatch, which left its baggage car behind it, the water was so high that it was impossible to cross it.

THE BRIDGE UPON THE GREAT GORGE. This afternoon, on the bridge at Kingston, a trip was made down the east side of the Susquehanna, along the line of the Lehigh Valley Railroad, the tracks of which have been submerged since yesterday afternoon. No trains having passed over them since the one spoken of in yesterday's despatch, which left its baggage car behind it, the water was so high that it was impossible to cross it.

THE BRIDGE UPON THE GREAT GORGE. This afternoon, on the bridge at Kingston, a trip was made down the east side of the Susquehanna, along the line of the Lehigh Valley Railroad, the tracks of which have been submerged since yesterday afternoon. No trains having passed over them since the one spoken of in yesterday's despatch, which left its baggage car behind it, the water was so high that it was impossible to cross it.

THE BRIDGE UPON THE GREAT GORGE. This afternoon, on the bridge at Kingston, a trip was made down the east side of the Susquehanna, along the line of the Lehigh Valley Railroad, the tracks of which have been submerged since yesterday afternoon. No trains having passed over them since the one spoken of in yesterday's despatch, which left its baggage car behind it, the water was so high that it was impossible to cross it.

THE BRIDGE UPON THE GREAT GORGE. This afternoon, on the bridge at Kingston, a trip was made down the east side of the Susquehanna, along the line of the Lehigh Valley Railroad, the tracks of which have been submerged since yesterday afternoon. No trains having passed over them since the one spoken of in yesterday's despatch, which left its baggage car behind it, the water was so high that it was impossible to cross it.

THE BRIDGE UPON THE GREAT GORGE. This afternoon, on the bridge at Kingston, a trip was made down the east side of the Susquehanna, along the line of the Lehigh Valley Railroad, the tracks of which have been submerged since yesterday afternoon. No trains having passed over them since the one spoken of in yesterday's despatch, which left its baggage car behind it, the water was so high that it was impossible to cross it.

THE BRIDGE UPON THE GREAT GORGE. This afternoon, on the bridge at Kingston, a trip was made down the east side of the Susquehanna, along the line of the Lehigh Valley Railroad, the tracks of which have been submerged since yesterday afternoon. No trains having passed over them since the one spoken of in yesterday's despatch, which left its baggage car behind it, the water was so high that it was impossible to cross it.

THE BRIDGE UPON THE GREAT GORGE. This afternoon, on the bridge at Kingston, a trip was made down the east side of the Susquehanna, along the line of the Lehigh Valley Railroad, the tracks of which have been submerged since yesterday afternoon. No trains having passed over them since the one spoken of in yesterday's despatch, which left its baggage car behind it, the water was so high that it was impossible to cross it.

THE BRIDGE UPON THE GREAT GORGE. This afternoon, on the bridge at Kingston, a trip was made down the east side of the Susquehanna, along the line of the Lehigh Valley Railroad, the tracks of which have been submerged since yesterday afternoon. No trains having passed over them since the one spoken of in yesterday's despatch, which left its baggage car behind it, the water was so high that it was impossible to cross it.

THE BRIDGE UPON THE GREAT GORGE. This afternoon, on the bridge at Kingston, a trip was made down the east side of the Susquehanna, along the line of the Lehigh Valley Railroad, the tracks of which have been submerged since yesterday afternoon. No trains having passed over them since the one spoken of in yesterday's despatch, which left its baggage car behind it, the water was so high that it was impossible to cross it.

THE BRIDGE UPON THE GREAT GORGE. This afternoon, on the bridge at Kingston, a trip was made down the east side of the Susquehanna, along the line of the Lehigh Valley Railroad, the tracks of which have been submerged since yesterday afternoon. No trains having passed over them since the one spoken of in yesterday's despatch, which left its baggage car behind it, the water was so high that it was impossible to cross it.

THE BRIDGE UPON THE GREAT GORGE. This afternoon, on the bridge at Kingston, a trip was made down the east side of the Susquehanna, along the line of the Lehigh Valley Railroad, the tracks of which have been submerged since yesterday afternoon. No trains having passed over them since the one spoken of in yesterday's despatch, which left its baggage car behind it, the water was so high that it was impossible to cross it.

THE BRIDGE UPON THE GREAT GORGE. This afternoon, on the bridge at Kingston, a trip was made down the east side of the Susquehanna, along the line of the Lehigh Valley Railroad, the tracks of which have been submerged since yesterday afternoon. No trains having passed over them since the one spoken of in yesterday's despatch, which left its baggage car behind it, the water was so high that it was impossible to cross it.

THE BRIDGE UPON THE GREAT GORGE. This afternoon, on the bridge at Kingston, a trip was made down the east side of the Susquehanna, along the line of the Lehigh Valley Railroad, the tracks of which have been submerged since yesterday afternoon. No trains having passed over them since the one spoken of in yesterday's despatch, which left its baggage car behind it, the water was so high that it was impossible to cross it.

THE BRIDGE UPON THE GREAT GORGE. This afternoon, on the bridge at Kingston, a trip was made down the east side of the Susquehanna, along the line of the Lehigh Valley Railroad, the tracks of which have been submerged since yesterday afternoon. No trains having passed over them since the one spoken of in yesterday's despatch, which left its baggage car behind it, the water was so high that it was impossible to cross it.

gorge went this morning without doing any damage. The Great Bend or Red Hook gorge has also gone without damage.

THE ICE QUIETLY PASSING FROM THE DELAWARE AND ITS TRIBUTARIES—THE GREAT GORGES DEMOLISHED BY THE PRESSURE OF WATER.

DELAWARE WATER GAP, Pa., April 1, 1875.
The ice commenced moving at ten miles past twelve P. M. and was immediately engaged in the gap, remaining there a half hour until the gap water and the main body of the gorge above reached here, when it broke through and has since continued to pass on safely, doing no damage whatever. The fact that the ice did stop produced great consternation. All trains on the Delaware, Lackawanna and Western Railroad were ordered to stop running, and the citizens commenced to move their families and property to higher ground.

At the present moment a fearful body of ice is moving majestically down the river, but no fears are entertained that it will stop again. The trains are now running regularly.

THE LACKAWANNA RIVER CLEARED OF ICE AND THE DANGER OVER.

PORT JERVIS, N. Y., April 1, 1875.
The ice gorges in the Lackawanna passed out early this morning without doing any damage. The river is all clear now and the apprehensions of the people quieted. The Delaware is now five feet above railing stage and still rising. The Erie Railroad had a part of the trestlework under the bridge at Sayville but carried away, but travel is unobstructed.

THE DELAWARE RISING RAPIDLY AT EASTON—INUNDATION THREATENING THE LEHIGH VALLEY.

EASTON, Pa., April 1, 1875.
The Delaware has risen ten feet during the day at this place. The ice from Shoemaker's Eddy is now passing very thick and rapidly. The water is eighteen feet above low water mark and seven feet from the bottom of the bridge connecting Easton and Phillipsburg, and much excitement prevails. The high water in the Delaware is backing up the Lehigh, which must overflow its banks, and will cause much damage to the property of the coal operators. They merely turn out, make rain, and all for the purpose of making a good thing out of a bad one, which must be considered as negative in object as well as results. But these demonstrations have the effect of inducing the public mind, and do not fail to produce bad demoralization among those who engage in them. A sort of frenzy seems to have seized upon the men, and it is not checked promptly, fearful consequences may follow.

THE STRIKERS' RAISING. The discontent in the Lehigh region are raising again to-day, and that fact may have led to the report that the Governor has determined to order the military to suppress the strike. The strikers are not so much as they were at first, and it is alleged that they do not move with the same vigor as they did at first. The good name of the county. It is proper to say that he has not been called upon according to the usual custom of the county, but that he has moved with caution and good judgment.

THE IMPRISONED MINERS. The men confined in our county jail for participation in the affair at Upper Lehigh have had no hearing yet, and it is possible that they will be held in custody until the next session of the court. Mr. Pardee has been telegraphed or to appear and make complaint, and he may do so.

THE SPECIAL POLICE RETREAT FROM ASHLAND, FRIGHTENED BY THE ROTTERDAM-CARS BURNED AND OTHERWISE DAMAGED—THE MILITARY NEEDED. PORTSVILLE, Pa., April 1, 1875.

Fearing trouble from the mob at Ashland and other points the Philadelphia and Reading Railroad authorities have sent a detachment of military to protect the property of the company and guard the tracks and bridges. Many officers, fearing an attack, have not returned here, but have left for other parts of the Schuylkill region. All was quiet at Ashland this morning, but affairs are very unsettled. Application was made last night to the railroad authorities for transportation of the military, and it was not deemed safe for them to remain, their number being insufficient for effective service. In several instances the military were ordered and fired upon, and transportation was supplied by a special train. This morning a number of freight cars, standing on a siding at Excelsior, were set on fire, and a car was burned and another damaged by being run down a grade. The railroad authorities deem it necessary to send a detachment of military to protect the property of the company and guard the tracks and bridges. Many officers, fearing an attack, have not returned here, but have left for other parts of the Schuylkill region. All was quiet at Ashland this morning, but affairs are very unsettled. Application was made last night to the railroad authorities for transportation of the military, and it was not deemed safe for them to remain, their number being insufficient for effective service. In several instances the military were ordered and fired upon, and transportation was supplied by a special train. This morning a number of freight cars, standing on a siding at Excelsior, were set on fire, and a car was burned and another damaged by being run down a grade. The railroad authorities deem it necessary to send a detachment of military to protect the property of the company and guard the tracks and bridges. Many officers, fearing an attack, have not returned here, but have left for other parts of the Schuylkill region. All was quiet at Ashland this morning, but affairs are very unsettled. Application was made last night to the railroad authorities for transportation of the military, and it was not deemed safe for them to remain, their number being insufficient for effective service. In several instances the military were ordered and fired upon, and transportation was supplied by a special train. This morning a number of freight cars, standing on a siding at Excelsior, were set on fire, and a car was burned and another damaged by being run down a grade. The railroad authorities deem it necessary to send a detachment of military to protect the property of the company and guard the tracks and bridges. Many officers, fearing an attack, have not returned here, but have left for other parts of the Schuylkill region. All was quiet at Ashland this morning, but affairs are very unsettled. Application was made last night to the railroad authorities for transportation of the military, and it was not deemed safe for them to remain, their number being insufficient for effective service. In several instances the military were ordered and fired upon, and transportation was supplied by a special train. This morning a number of freight cars, standing on a siding at Excelsior, were set on fire, and a car was burned and another damaged by being run down a grade. The railroad authorities deem it necessary to send a detachment of military to protect the property of the company and guard the tracks and bridges. Many officers, fearing an attack, have not returned here, but have left for other parts of the Schuylkill region. All was quiet at Ashland this morning, but affairs are very unsettled. Application was made last night to the railroad authorities for transportation of the military, and it was not deemed safe for them to remain, their number being insufficient for effective service. In several instances the military were ordered and fired upon, and transportation was supplied by a special train. This morning a number of freight cars, standing on a siding at Excelsior, were set on fire, and a car was burned and another damaged by being run down a grade. The railroad authorities deem it necessary to send a detachment of military to protect the property of the company and guard the tracks and bridges. Many officers, fearing an attack, have not returned here, but have left for other parts of the Schuylkill region. All was quiet at Ashland this morning, but affairs are very unsettled. Application was made last night to the railroad authorities for transportation of the military, and it was not deemed safe for them to remain, their number being insufficient for effective service. In several instances the military were ordered and fired upon, and transportation was supplied by a special train. This morning a number of freight cars, standing on a siding at Excelsior, were set on fire, and a car was burned and another damaged by being run down a grade. The railroad authorities deem it necessary to send a detachment of military to protect the property of the company and guard the tracks and bridges. Many officers, fearing an attack, have not returned here, but have left for other parts of the Schuylkill region. All was quiet at Ashland this morning, but affairs are very unsettled. Application was made last night to the railroad authorities for transportation of the military, and it was not deemed safe for them to remain, their number being insufficient for effective service. In several instances the military were ordered and fired upon, and transportation was supplied by a special train. This morning a number of freight cars, standing on a siding at Excelsior, were set on fire, and a car was burned and another damaged by being run down a grade. The railroad authorities deem it necessary to send a detachment of military to protect the property of the company and guard the tracks and bridges. Many officers, fearing an attack, have not returned here, but have left for other parts of the Schuylkill region. All was quiet at Ashland this morning, but affairs are very unsettled. Application was made last night to the railroad authorities for transportation of the military, and it was not deemed safe for them to remain, their number being insufficient for effective service. In several instances the military were ordered and fired upon, and transportation was supplied by a special train. This morning a number of freight cars, standing on a siding at Excelsior, were set on fire, and a car was burned and another damaged by being run down a grade. The railroad authorities deem it necessary to send a detachment of military to protect the property of the company and guard the tracks and bridges. Many officers, fearing an attack, have not returned here, but have left for other parts of the Schuylkill region. All was quiet at Ashland this morning, but affairs are very unsettled. Application was made last night to the railroad authorities for transportation of the military, and it was not deemed safe for them to remain, their number being insufficient for effective service. In several instances the military were ordered and fired upon, and transportation was supplied by a special train. This morning a number of freight cars, standing on a siding at Excelsior, were set on fire, and a car was burned and another damaged by being run down a grade. The railroad authorities deem it necessary to send a detachment of military to protect the property of the company and guard the tracks and bridges. Many officers, fearing an attack, have not returned here, but have left for other parts of the Schuylkill region. All was quiet at Ashland this morning, but affairs are very unsettled. Application was made last night to the railroad authorities for transportation of the military, and it was not deemed safe for them to remain, their number being insufficient for effective service. In several instances the military were ordered and fired upon, and transportation was supplied by a special train. This morning a number of freight cars, standing on a siding at Excelsior, were set on fire, and a car was burned and another damaged by being run down a grade. The railroad authorities deem it necessary to send a detachment of military to protect the property of the company and guard the tracks and bridges. Many officers, fearing an attack, have not returned here, but have left for other parts of the Schuylkill region. All was quiet at Ashland this morning, but affairs are very unsettled. Application was made last night to the railroad authorities for transportation of the military, and it was not deemed safe for them to remain, their number being insufficient for effective service. In several instances the military were ordered and fired upon, and transportation was supplied by a special train. This morning a number of freight cars, standing on a siding at Excelsior, were set on fire, and a car was burned and another damaged by being run down a grade. The railroad authorities deem it necessary to send a detachment of military to protect the property of the company and guard the tracks and bridges. Many officers, fearing an attack, have not returned here, but have left for other parts of the Schuylkill region. All was quiet at Ashland this morning, but affairs are very unsettled. Application was made last night to the railroad authorities for transportation of the military, and it was not deemed safe for them to remain, their number being insufficient for effective service. In several instances the military were ordered and fired upon, and transportation was supplied by a special train. This morning a number of freight cars, standing on a siding at Excelsior, were set on fire, and a car was burned and another damaged by being run down a grade. The railroad authorities deem it necessary to send a detachment of military to protect the property of the company and guard the tracks and bridges. Many officers, fearing an attack, have not returned here, but have left for other parts of the Schuylkill region. All was quiet at Ashland this morning, but affairs are very unsettled. Application was made last night to the railroad authorities for transportation of the military, and it was not deemed safe for them to remain, their number being insufficient for effective service. In several instances the military were ordered and fired upon, and transportation was supplied by a special train. This morning a number of freight cars, standing on a siding at Excelsior, were set on fire, and a car was burned and another damaged by being run down a grade. The railroad authorities deem it necessary to send a detachment of military to protect the property of the company and guard the tracks and bridges. Many officers, fearing an attack, have not returned here, but have left for other parts of the Schuylkill region. All was quiet at Ashland this morning, but affairs are very unsettled. Application was made last night to the railroad authorities for transportation of the military, and it was not deemed safe for them to remain, their number being insufficient for effective service. In several instances the military were ordered and fired upon, and transportation was supplied by a special train. This morning a number of freight cars, standing on a siding at Excelsior, were set on fire, and a car was burned and another damaged by being run down a grade. The railroad authorities deem it necessary to send a detachment of military to protect the property of the company and guard the tracks and bridges. Many officers, fearing an attack, have not returned here, but have left for other parts of the Schuylkill region. All was quiet at Ashland this morning, but affairs are very unsettled. Application was made last night to the railroad authorities for transportation of the military, and it was not deemed safe for them to remain, their number being insufficient for effective service. In several instances the military were ordered and fired upon, and transportation was supplied by a special train. This morning a number of freight cars, standing on a siding at Excelsior, were set on fire, and a car was burned and another damaged by being run down a grade. The railroad authorities deem it necessary to send a detachment of military to protect the property of the company and guard the tracks and bridges. Many officers, fearing an attack, have not returned here, but have left for other parts of the Schuylkill region. All was quiet at Ashland this morning, but affairs are very unsettled. Application was made last night to the railroad authorities for transportation of the military, and it was not deemed safe for them to remain, their number being insufficient for effective service. In several instances the military were ordered and fired upon, and transportation was supplied by a special train. This morning a number of freight cars, standing on a siding at Excelsior, were set on fire, and a car was burned and another damaged by being run down a grade. The railroad authorities deem it necessary to send a detachment of military to protect the property of the company and guard the tracks and bridges. Many officers, fearing an attack, have not returned here, but have left for other parts of the Schuylkill region. All was quiet at Ashland this morning, but affairs are very unsettled. Application was made last night to the railroad authorities for transportation of the military, and it was not deemed safe for them to remain, their number being insufficient for effective service. In several instances the military were ordered and fired upon, and transportation was supplied by a special train. This morning a number of freight cars, standing on a siding at Excelsior, were set on fire, and a car was burned and another damaged by being run down a grade. The railroad authorities deem it necessary to send a detachment of military to protect the property of the company and guard the tracks and bridges. Many officers, fearing an attack, have not returned here, but have left for other parts of the Schuylkill region. All was quiet at Ashland this morning, but affairs are very unsettled. Application was made last night to the railroad authorities for transportation of the military, and it was not deemed safe for them to remain, their number being insufficient for effective service. In several instances the military were ordered and fired upon, and transportation was supplied by a special train. This morning a number of freight cars, standing on a siding at Excelsior, were set on fire, and a car was burned and another damaged by being run down a grade. The railroad authorities deem it necessary to send a detachment of military to protect the property of the company and guard the tracks and bridges. Many officers, fearing an attack, have not returned here, but have left for other parts of the Schuylkill region. All was quiet at Ashland this morning, but affairs are very unsettled. Application was made last night to the railroad authorities for transportation of the military, and it was not deemed safe for them to remain, their number being insufficient for effective service. In several instances the military were ordered and fired upon, and transportation was supplied by a special train. This morning a number of freight cars, standing on a siding at Excelsior, were set on fire, and a car was burned and another damaged by being run down a grade. The railroad authorities deem it necessary to send a detachment of military to protect the property of the company and guard the tracks and bridges. Many officers, fearing an attack, have not returned here, but have left for other parts of the Schuylkill region. All was quiet at Ashland this morning, but affairs are very unsettled. Application was made last night to the railroad authorities for transportation of the military, and it was not deemed safe for them to remain, their number being insufficient for effective service. In several instances the military were ordered and fired upon, and transportation was supplied by a special train. This morning a number of freight cars, standing on a siding at Excelsior, were set on fire, and a car was burned and another damaged by being run down a grade. The railroad authorities deem it necessary to send a detachment of military to protect the property of the company and guard the tracks and bridges. Many officers, fearing an attack, have not returned here, but have left for other parts of the Schuylkill region. All was quiet at Ashland this morning, but affairs are very unsettled. Application was made last night to the railroad authorities for transportation of the military, and it was not deemed safe for them to remain, their number being insufficient for effective service. In several instances the military were ordered and fired upon, and transportation was supplied by a special train. This morning a number of freight cars, standing on a siding at Excelsior, were set on fire, and a car was burned and another damaged by being run down a grade. The railroad authorities deem it necessary to send a detachment of military to protect the property of the company and guard the tracks and bridges. Many officers, fearing an attack, have not returned here, but have left for other parts of the Schuylkill region. All was quiet at Ashland this morning, but affairs are very unsettled. Application was made last night to the railroad authorities for transportation of the military, and it was not deemed safe for them to remain, their number being insufficient for effective service. In several instances the military were ordered and fired upon, and transportation was supplied by a special train. This morning a number of freight cars, standing on a siding at Excelsior, were set on fire, and a car was burned and another damaged by being run down a grade. The railroad authorities deem it necessary to send a detachment of military to protect the property of the company and guard the tracks and bridges. Many officers, fearing an attack, have not returned here, but have left for other parts of the Schuylkill region. All was quiet at Ashland this morning, but affairs are very unsettled. Application was made last night to the railroad authorities for transportation of the military, and it was not deemed safe for them to remain, their number being insufficient for effective service. In several instances the military were ordered and fired upon, and transportation was supplied by a special train. This morning a number of freight cars, standing on a siding at Excelsior, were set on fire, and a car was burned and another damaged by being run down a grade. The railroad authorities deem it necessary to send a detachment of military to protect the property of the company and guard the tracks and bridges. Many officers, fearing an attack, have not returned here, but have left for other parts of the Schuylkill region. All was quiet at Ashland this morning, but affairs are very unsettled. Application was made last night to the railroad authorities for transportation of the military, and it was not deemed safe for them to remain, their number being insufficient for effective service. In several instances the military were ordered and fired upon, and transportation was supplied by a special train. This morning a number of freight cars, standing on a